

910 AWI 31-204

BY ORDER OF THE COMMANDER 910th AIRLIFT WING

910 AW INSTRUCTION 31-204

13 June 2000

Law Enforcement

TRAFFIC CIRCULATION INSTRUCTION

OPR: 910 SPTG/SFS (2Lt Christopher D. Witter)

Certified by: 910 AW/CC (Brig Gen Michael F. Gjede)

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This instruction implements AFD 31-2, *Law Enforcement*. It establishes procedures for the safe and efficient movement of traffic on the installation and provides for maximum efficient use of all available parking.

1. **Situation:** This Instruction is established to ensure the safe and efficient movement of traffic on the installation and is largely dependent on the effectiveness of police traffic supervision. The instruction will provide for the maximum safe and efficient use of roadways and support systems. It also establishes procedures for normal peak load traffic, effective control over traffic for planned and coordinated traffic direction including judicious use of uniform traffic control signs and devices. Consideration of anti-terrorism planning action and response procedures have been included.

2. **Mission:** Establish an effective Traffic Control Program that will provide for the maximum safe and efficient use of roadways and support systems as well as denial of access to unauthorized persons.

3. **Execution:**

3.1. Concept of Operations: This traffic circulation instruction is based on the conviction that if personnel are presented with guidance of traffic flow, more efficient use of the roadways and support systems will be accomplished.

3.2. Tasks:

3.2.1. Chief of Security Forces: The installation Chief of Security Forces will be the officer charged with overall responsibility for the Traffic Circulation Instruction.

3.2.2. 910 AW Safety Officer: Within the mission, scope and responsibility for the installation safety program, personnel will participate in all activities relating to the prevention of loss of life or injury, due to motor vehicle accidents.

3.2.3. The Base Civil Engineer: The facilities engineer is responsible for performing the phase of engineering which is concerned with the planning, construction, and engineering of streets. Additionally he/she is responsible for the procurement, construction, installation and maintenance of permanent traffic control devices for control of traffic and parking in coordination with the Chief of Security Forces (CSF). Traffic signs, signals and pavement

markings will conform to standards established in the current Manual of Uniform traffic Control Devices for streets and highways.

4. Logistics and Administration:

4.1. Concept of Support: Equipment, supply and personnel requirements to support the instruction are available from base resources.

4.1.1. Security Forces: Chief of security Forces is in charge the administration portion of the instruction.

4.1.2 Facilities Engineer: The facility engineer is responsible for the logistic portion when the administration portion deems support necessary.

5. Command:

5.1. Command Relationship: 910 AW/CC will implement this instruction through the CSF.

5.2. Command Execution: The execution of this instruction will be from the CSF.

6. Enforcement:

6.1 Military and civilian Security Force personnel will issue citations, DD Form 1408, Armed Forces Traffic Ticket.

6.1.1 The original copy of the ticket will be forwarded through channels to the violators commander, to the commander of the dependents sponsor, or to a civilian supervisor or employer. Evidence of previous traffic violations committed by the offender, including points previously assessed, will be indicated..

6.1.1.1. After appropriate action has been taken, the ticket will be returned to Security Forces Reports and Analysis Section. Normal suspense is 10 days except for citations issued to Reserve personnel who will have a 30-day suspense.

6.1.1.2. When the report of action taken is received by the Security Forces, an appropriate entry will be made on the individual's driving record, AF Form 1313.

6.1.2. Suspension and revocation of the privilege of driving privately owned motor vehicles on the installation for cause may be directed by the installation commander.

6.1.2.1. Suspensions: The suspension of driving privileges will be applied to those persons who fail to demonstrate the desired driver performance and to those who consistently violate parking regulations. Driving privileges may be suspended for a period not to exceed six months.

6.1.2.2. Revocations: The revocation of the installation driving privilege is a severe administrative measure to be exercised for serious moving violations or when other available

corrective actions fail the desired driver improvement. Revocation of driving privileges will be for a specified period, but not less than six months.

6.1.3. Traffic Point System (see Appendix 1): Individual driving privileges suspended or revoked by the traffic point system will be accumulation of 12 traffic points within 12 consecutive months or 18 traffic points within 24 consecutive months.

6.1.4. Administrative Hearing (Suspension or revocation) : Suspension or revocation of driving privileges will not become effective until the installation commander notifies the effected person in writing of the pending action and offers an administrative hearing. (See AFI 31-204)

6.2 Traffic Accident Investigation

6.2.1 Installation Security Forces personnel will perform detailed on the scene and follow up investigations of the following accidents:

6.2.1.1. All motor vehicle accidents involving government vehicles or government property on the installation, a fatality, personal injury, or established combined property damage of \$10,000.

6.2.1.2. In privately owned vehicle accidents occurring on the installation and involving only property damage, no personal injury, and not involving government property and where the vehicles can be normally and safely driven away from the scene, the operators of the vehicles involved will be required to exchange information and submit a written report to the installation Security Forces Law Enforcement Desk within 72 hours of the accident.

6.3. **TRAFFIC CODES:** The vehicle codes applicable to the operation of motor vehicles on this installation are identified in Appendix 2. This code contains the rules of the road and is based on applicable portions of the Ohio Motor Vehicle Laws.

6.4. SPEED LIMITS

6.4.1. **25 MPH** on all base roads unless otherwise posted.

6.4.2. **15 MPH** within the flightline controlled area.

6.4.3. **5 MPH** within close proximity to any aircraft/ when driving inside the restricted area.

6.4.4. **5 MPH** when towing aircraft.

6.4.5. **5 MPH** within designated vehicle parking lots.

6.4.6. **5 MPH** when entering the Main Gate entrance lane.

6.5. TRAFFIC FLOW

6.5.1. Normal traffic flow will enter/exit the Main Gate (Gate 1) with the right lane for through traffic and the left lane for visitors/vendors.

6.5.2. Normal duty day exiting, peak load traffic during Unit Training Assemblies (UTA's) and scheduled events may require the use of gate #2 to effectively control large volumes of traffic.

6.5.3. Point controls will be established at congested locations in order to provide for the maximum safe and efficient use of roadways during special events. Coordination with local law enforcement agencies will also be accomplished.

6.5.4. No privately owned vehicles are permitted to drive on the flightline unless they are displaying a 910 AW Flightline Authorization pass issued by the 910 AW Airfield Managers office.

6.5.5. During periods of increased THREATCONS traffic will be diverted away from critical facilities and equipment by blocking roads. Determination to close installation roads or access points will be made by Chief of security Forces.

6.6 PARKING FACILITIES

6.6.1. Definition of terms:

6.6.1.1. Fire Lane: Fire lanes are those avenues adjacent to buildings which would be used by fire protection equipment in the event of fire. Fire lanes would include the roadways in and around buildings.

6.6.1.2 Loading Zone: Loading zones are areas set aside to allow individuals to load and unload vehicles.

6.6.1.3. Dual-Block Angle Parking: A parking slot containing two concrete blocks set on an angle to guide vehicles to proper alignment in the slot when both wheels touch both blocks.

6.6.1.4. Wide Single-Block Parking: A parking slot containing one single concrete block set to guide vehicles to a proper alignment in the slot when wheels touch the block.

6.6.2. Reserved or Assigned Parking Signs used on YARS:

6.6.2.1. Installation Commander: 910 AW/CC will have reserved slots in various lots to enable mobility in the performance of his duties.

6.6.2.2. **Visitor Parking:** Slots will be made available for visitors to the YARS in all parking lots.

6.6.2.3. **Military Vehicles:** Slots will be made available in various lots for specific government vehicles to enable mail pick up and delivery and other official business to be conducted.

6.6.2.4. **Handicapped Parking:** Slots will be made available for handicapped persons in selected lots used by the general public and lots, adjacent to the areas in which handicapped persons are working.

Parking Lot Procedures: It is imperative that vehicles are parked so that proper spacing can be maintained.

Lots containing dual-block angle parking:

6.6.3.1.1. Pull into right angle slots so as to place right front wheel at extreme right of near block and left front wheel against left of far block.

6.6.3.1.2. Pull into left angle slots so as to place left front wheel at extreme left of the near block and right front wheel against right far block.

6.6.3.2. Lots containing wide single blocks:

6.6.3.2.1. Align vehicles so a square attitude exists.

6.6.3.2.2. Subsequent vehicles will align with first vehicle until a row is complete.

6.6.3.2.3. The same procedure will be followed when forming the next row.

6.6.3.3. Lots where no parking blocks exists:

6.6.3.3.1. Align vehicles so a square attitude exists.

6.6.3.3.2. Subsequent vehicles will align with first vehicle until a row is complete but leaving room on both ends for vehicles to pass.

6.6.3.3.3. The same procedure will be followed when forming the next row.

6.6.3.4. Prohibited Parking: Parking of vehicles in the following manner is prohibited.

6.6.3.4.1. In a space reserved for some other specific vehicle.

6.6.3.4.2. Within 15 feet of a fire hydrant, street corner or intersection.

6.6.3.4.3. Within 25 feet of a building (unless already previously approved for parking).

6.6.3.4.4. In a fire lane.

6.6.3.4.5. When blocking an entrance or exit to a building.

6.6.3.4.6. On a street blocking one lane of traffic.

6.6.3.4.7. On a road shoulder.

6.6.3.4.8. On grass, unless parking is designated by the Installation Commander under expanded parking conditions due to an open house, large visiting groups, and in similar event.

6.6.3.4.9. On access aprons around hangers.

6.6.4.4.10. On sidewalks and curbing.

6.6.3.4.11. In areas designated as loading zones.

6.6.3.4.12. The above-prohibited parking restrictions do not apply to the Fire Department and Security Police vehicles in that area. This is due to the response requirement to an emergency.

6.7. MOTOR VEHICLE REGISTRATION: Each motor vehicle registrant must comply with policies and procedures on vehicle registration and operation. See Appendix #3.

6.8. ADVERSE WEATHER: Provisions for adverse road and weather conditions affecting this installation and its employees are contained in the base Snow and Ice Control Plan and the 910 AW Disaster Preparedness Operations Plan 355-1. When the situation dictates, refer to the appropriate plan for specific instructions.

6.9. SPECIAL EVENTS: Due to the small size of this installation and accessibility, large events such as air shows are very difficult to manage. Parking for large events requires the use of unpaved areas of the base such as grass covered areas and fields. Weather permitting, all available space will be used for parking. Planning and coordination for specialized events will be conducted in meeting designated for the specific event.

6.10. TRAFFIC CONTROL DURING THREATCONS: During periods of heightened security, traffic flow will be altered to protect personnel and resources from attack. Barriers will be placed at strategic locations in order to impede the normal flow of traffic. Heavy equipment or Jersey barriers will be placed at the Main Gate to obstruct the normal flow of traffic coming onto the installation commander. An emergency exit other than the Main Gate will be designated and used in the event a terrorist act occurs on this installation. This emergency exit will be used by all nonessential personnel and secured when they are safely off the installation.

6.11. Skateboards, Roller Skates, In-line Skates: 910 AW/CC has directed the following safety requirements for anyone using/riding skateboards, roller skates, or in-line skates on Youngstown ARS:

6.11.1. No one will ride skateboards, roller skates, or in-line skates during hours of darkness.

6.11.2. Anyone riding skateboards or skating (roller or in-line skates) will do so only during daylight hours and only in the paved parking lot immediately adjacent to the tennis courts. It is illegal to ride skateboards, or to skate (roller or in-line) on any paved roads on the installation.

6.11.3. All personnel must wear a bicycle-type approved safety helmet, kneepads, and elbow-pads when riding skateboards or when skating (roller or in-line skates).

MICHAEL F. GJEDE, Brig Gen, USAFR
Commander

APPENDIXES:

Traffic Point System

Traffic Codes

Motor Vehicle Registration

**Appendix 2 TO ANNEX A TO TCP 31-204
TRAFFIC CODES**

7. OHIO MOTOR VEHICLE LAWS

7.1. Sec. 4511.02 COMPLIANCE WITH ORDER OF POLICE OFFICER; FLEEING FROM POLICE OFFICER AFTER SIGNAL TO STOP.

7.1.1. No person shall fail to comply with any lawful order or direction of any police officer invested with authority to direct, control, or regulate traffic.

7.1.2. No person shall operate a motor vehicle so as to willfully elude or flee a police officer after receiving a visual or audible signal from a police officer to bring his/her vehicle to a stop.

7.2. Sec. 4511.03 EMERGENCY OR PUBLIC SAFETY VEHICLES TO PROCEED CAUTIOUSLY PAST RED OR STOP SIGNAL

7.2.1. The driver of any emergency vehicle or public safety vehicle, when responding to an emergency call, upon approaching a red or stop signal or any stop sign shall slow down as necessary for safety to traffic but may proceed cautiously past such red or stop sign or signal with due regard for the safety of all persons using the street or highway.

7.3. Sec. 4511.12 OBEYING TRAFFIC CONTROL DEVICES

7.3.1. No pedestrian, driver of a vehicle, or operator of a streetcar or trackless trolley shall disobey the instructions of any traffic control device placed in accordance with sections 4511.78 inclusive, and 4511.99 of the Revised Code, unless at the time otherwise directed by a police officer. When both traffic control signals and stop signs are erected at intersections, traffic shall be governed by the traffic control signal while it is in operation.

7.3.2. No provision of such sections for which signs are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section does not state that signs are required, such section shall be effective even though no signs are erected or in place.

7.4. **Sec. 4511.24** EMERGENCY VEHICLES EXEMPTED FROM SPEED LIMITATIONS

7.4.1. The prima facie speed limitations set forth in section 4511.21 of the Revised Code do not apply to emergency vehicles or public safety vehicles when they are responding to emergency calls and are equipped with and displaying at least on flashing, rotating, or oscillating light visible under normal atmospheric conditions from a distance of five hundred feet to the front of the vehicle and when the drivers thereof sound audible signals by bell, siren, or exhaust whistle. This section does not relieve the driver of an emergency vehicle or public safety vehicle from the duty to drive with due regard for the safety of all persons using the street or highway.

7.5. **Sec. 4511.25** LANES OF TRVEL UPON ROADWAYS

7.5.1. Upon all roadways of sufficient width, a vehicle or trackless trolley shall be driven upon the right half of the roadway, except as follows:

7.5.1.1. When overtaking and passing another vehicle proceeding in the same direction or when making a left turn under the rules governing such movements.

7.5.1.2. When an obstruction exists making it necessary to drive to the left of the center of the highway, and person so doing shall yield right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute and immediate hazard.

7.5.1.3. When driving upon a roadway divided into three or more lanes for traffic under the rules applicable.

7.5.1.4. When driving upon a roadway designated and posted with signs for one-way traffic.

7.5.1.5. When otherwise directed by a police officer or traffic control device.

7.5.2. Upon all roadway any vehicle or trackless trolley proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle or trackless trolley proceeding in the same direction or when preparing for the left turn.

7.5.3. Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle or trackless trolley shall be driven to the left of the center line of the roadway, except when the left of the center of roadway for use by traffic not otherwise

permitted under the Ohio Revised Code. This section shall not be construed as prohibiting the crossing of the center line in making a left turn into or from an alley, private road or driveway.

7.6. Sec. 4511.26 VEHICLES TRAVELING IN OPPOSITE DIRECTIONS

7.6.1. Operators of vehicles and trackless trolleys proceeding in opposite directions shall pass each other to the right, and upon roadways having width for not more than one line of traffic in each direction, each operator shall give to the other one-half of the main traveled portion of the roadway or as nearly one-half as is reasonably possible.

7.7. Sec. 4511.36 RULES FOR TURNS AT INTERSECTIONS: The driver of a vehicle intending to turn at an intersection shall be governed by the following rules:

7.7.1. Approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.

7.7.2. At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable, the left turn shall be made in that portion of the intersection to the left of the center of the intersection.

7.7.3. At any intersection where traffic is restricted to one direction on one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle and, after entering the intersection the left turn, shall be made so as to leave the intersection, as nearly as practicable, in the left-hand lane of the roadway being entered lawfully available to traffic moving in that lane.

7.7.4. The operator of a trackless trolley shall comply with the Ohio Revised Code wherever practicable.

7.7.5. The department of transportation and local authorities in their respective jurisdictions may cause markers, buttons, or signs to be placed within or adjacent to intersections and thereby require and direct that different course from that specified in this section be traveled by vehicles, streetcars, or trackless trolleys, turning at an intersection, and when markers, buttons or signs are so placed, no operator of a vehicle, streetcar, or trackless trolley shall turn such vehicle, streetcar, or trackless trolley at an intersection other than as directed and required by such markers, button or signs.

7.8. Sec. 4511.39 USE OF SIGNALS FOR STOPPING, TURNING, DECREASING SPEED, MOVING LEFT OR RIGHT; LIMITATIONS

7.8.1. No person shall turn a vehicle or trackless trolley or move right or left upon a highway unless and until such person has exercised due care to ascertain that the movement can be made with reasonable safety nor without giving an appropriate signal in the manner hereafter turning.

7.8.2. When required, a signal of intention to turn or move right or left shall be given continuously during not less than the last one hundred feet traveled by the vehicle or trackless trolley before turning.

7.8.3. No person shall stop or suddenly decrease the speed of a vehicle or trackless trolley without first giving an appropriate signal in the manner provided herein to the driver of any vehicle or trackless trolley immediately to the rear when there is an opportunity to give a signal. Any stop or turn signal required by this section shall be given either by means of the hand and arm, or signal lights that clearly indicate to both approaching and following traffic intention to turn or move right or left, except that any motor vehicle in use on a highway shall be equipped and the required signal shall be given by, signal lights when the distance from the center of the top of steering post to the left outside limit of the body, cab, or load of such motor vehicle exceeds twenty-four inches, or when the distance of the distance from the center of the steering post to the rear limit of the body or load thereof exceeds fourteen feet, whether a single vehicle or a combination of vehicles.

7.8.4. The signal lights required by this section shall not be flashed on one side only on a disabled vehicle or trackless trolley, flashed as courtesy or do pass signal to operators of other vehicles or trackless trolley except as may be necessary for compliance with this section.

7.9. **Sec. 4511.40** DRIVING IN RESPONSE TO STOP OR YIELD SIGN

7.9.1. All signals required by sections 4511.01 to 4511.78, inclusive, and 4511.99 of the Revised Code, when given by hand and arm shall be given from the left side of the vehicle in the following manner, and such signals shall indicate as follows:

7.9.1.1. Left turn, hand and arm extended horizontally;

7.9.1.2. Right turn, hand and arm extended upward;

7.9.1.3. Stop or decrease speed, hand and arm extended downward.

7.10. **Sec. 4511.43** DRIVING IN RESPONSE TO STOP OR YIELD SIGN

7.10.1. Except when directed to proceed by a law enforcement officer, every driver of a vehicle or trackless trolley approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or, if none, then at the point nearest the intersection roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After having stopped, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time the driver is moving across or within the intersection or junction of roadways.

7.10.2. The driver of a vehicle or trackless trolley approaching a yield sign shall slow down to a speed reasonable for existing conditions and, if required for safety to stop, shall stop at clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or, if none, then at the point nearest the intersecting roadway where the driver shall yield the right-of-way to any vehicle or trackless trolley in the intersection or approaching traffic on another roadway so closely as to constitute an immediate hazard during the time the driver is moving across or within the intersection or junction of roadways. Whenever a driver is involved in a collision with a vehicle or trackless trolley in the intersection or junction of roadways, after driving past a yield sign without stopping, the collision shall be prima facie evidence of the driver's failure to yield the right-of-way.

7.11. Sec. 4511.44 ENTERING ROADWAY FROM ANY PLACE OTHER THAN ANOTHER ROADWAY; DUTY TO YIELD

7.11.1. The operator of a vehicle, streetcar, or trackless trolley about to enter or cross a highway from any place other than another roadway shall yield the right-of-way to all traffic approaching on the roadway to be entered or crossed.

7.12. Sec. 4511.45 RIGHT-OF-WAY OF PUBLIC SAFETY VEHICLES

7.12.1. Upon approaching a public safety vehicle, equipped with at least one flashing, rotating or oscillating light visible under normal atmospheric conditions from a distance of five hundred feet to the front of such vehicle and the driver is giving audible signal by siren, exhaust whistle, or bell, the driver of every other vehicle shall immediately drive to a position parallel to, and as close as possible to, the right edge or curb of the highway clear of any intersection, and stop and remain in such position until the public safety vehicle has passed, except when otherwise directed by a police officer.

7.12.2. Upon the approach of a public safety vehicle, as stated in the previous paragraph of this section, the operator of every streetcar or trackless trolley shall immediately stop such car clear of any intersection and keep it in such position until the public safety vehicle has passed except when otherwise directed by a police officer.

7.12.3. This section does not relieve the driver of a public safety vehicle from the duty to drive with due regard for the safety of all persons and property upon the highway.

7.14. Sec. 4511.46 RIGHT-OF-WAY OF PEDESTRIAN ON CROSSWALK; LIMITATIONS

7.14.1. When traffic control signals are not in place or not in operation the driver of a vehicle, trackless trolley, or streetcar shall yield the right-of-way, slowing down or stopping if need be so to yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

7.14.2. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle, trackless trolley, or streetcar which is so close as to constitute an immediate hazard.

7.14.3. Division of the ORC of this section does not apply under the conditions stated in division of the ORC of section 4511.48 of the Revised Code.

7.14.4. Whenever any vehicle, trackless trolley, or streetcar is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle, trackless trolley, or streetcar approaching from the rear shall not overtake and pass the stopped vehicle.

Sec. 4511.48 PEDESTRIAN CROSSING ROADWAY OUTSIDE CROSSWALK

7.15.1. Every pedestrian crossing a roadway at any point other than within a marked crosswalk at an intersection shall yield the right-of-way to all vehicles, trackless trolleys, or streetcars upon the roadway.

7.15.2. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all traffic upon the roadway.

7.15.3. Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

7.15.4. No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to such crossing movements.

7.15.5. This section does not relieve the operator of a vehicle, streetcar, or trackless trolley from exercising due care to avoid colliding with any pedestrian upon any roadway.

Sec. 4511.50 PEDESTRIANS WALKING ALONG HIGHWAYS

7.16.1. Where a sidewalk is provided and its use is practical, it shall be unlawful for any pedestrian to walk along and upon adjacent roadway.

7.16.2. Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practical from the edge of the roadway.

7.16.3. Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practical to an outside edge of the roadway, and, if on a two-way roadway, shall walk only on the left side of the roadway.

7.16.4. Except as otherwise provided in sections 4511.13 and 4511.46 of the Revised Code, any pedestrian upon a roadway shall yield the right-of-way to all vehicles, trackless trolleys, or streetcars upon the roadway.

7.17. Sec. 4511.53 RULES FOR BICYCLES, MOTORCYCLES, AND SNOWMOBILES:

7.17.1. For purposes of this section, “snowmobile” has the same meaning as given that term in section 4519.01 of the Revised Code.

7.17.2. A person operating a bicycle or motorcycle shall not ride other than upon the permanent and regular seat attached thereto, nor carry any other person upon such bicycle or motorcycle other than upon a firmly attached and regular seat thereon, nor shall any person ride upon a bicycle or motorcycle other than upon a firm attached and regular seat.

7.17.3. A person shall ride upon a motorcycle only while sitting astride the seat, facing forward, with one leg on each side of the motorcycle.

7.17.4. No person operating a bicycle shall carry any package, bundle, or article that prevents the driver from keeping both hands on the handlebars, motorcycles shall not be operated on a highway when the handlebars or grips are more than fifteen inches higher than the seat of saddle for the operator. Personnel must wear a reflective vest at all times, and the bicycle must be equipped with a headlight when riding the bicycle after dark.

7.17.5. No person shall operate or be a passenger on a snowmobile or motorcycle without using safety glasses or other protective eye device. No person who is under the age of eighteen years, or who holds a motorcycle operator’s endorsement or license bearing a “Novice” designation that is currently in effect as provided in Section 4507.13 of the Revised Code, shall operate a motorcycle on a highway, or be a passenger on a motorcycle, unless wearing a protective helmet on his head, and no other person shall be a passenger on a motorcycle operated by such person unless similarly wearing a protective helmet. The helmet, safety glasses or other protective eye device shall conform with regulations prescribed and promulgated by the Director or Highway Safety. The provisions of this paragraph or violation thereof shall not be used in the trial of any civil action.

7.17.6. **ADDED BY AFI 31-201:** Motorcycles are to be operated with headlights on at all times.

7.17.7. **ADDED BY AFI 91-204:** Motorcycles must have rearview mirrors. Operator and any passenger must wear a protective helmet. Protective helmets must meet the minimum standards of Department of Transportation and be properly worn and fastened. Operator and passenger must wear impact resistant goggles or a full-face shield on his/her helmet. Operator and passenger must wear brightly colored or contrasting vest or jacket as an outer garment during the day and reflective during the night. Outer upper garment will be clearly visible and not covered. Long-sleeved shirts/jackets, full-fingered motorcycle gloves or mittens, and long trousers must be worn.

7.17.8. **ADDED BY AFI 91-207:** All personnel (including dependents, contractors, retirees, etc) who ride bicycles on an installation must wear an approved (i.e., American National Standards Institute [ANSI] or Snell Memorial Foundation) bicycle helmet.

7.17.9. **ADDED BY AFI 31-204:** The Wearing of seat belts by operators and passengers of U.S. Government and civilian vehicles when so equipped is mandatory.

7.18. **Sec. 4301.64 PROHIBITION AGAINST CONSUMPTION IN MOTOR VEHICLE:** No person shall consume any beer or intoxicating liquor in a motor vehicle.

ADDED BY AFRC LETTER, dated 27 July 1994

7.19.1. AFRC recognizes that several units have purchased and used golf cart-type vehicles in lieu of such motor vehicles as small trucks and automobiles. We recognize the economics of doing so and will support the continued use and operation of cart type vehicles within the following parameters:

Carts will be operated at 25 mph or less.

7.19.3. Carts will be restricted from operating on installation roadways with a speed limit in excess of 25 mph, unless they can be virtually certain of completing their trip without encountering other nontype motor vehicle traffic.

7.19.4. If the cart manufacturer states that the installation of occupant restraints would void the warranty on the cart, occupant restraints will NOT be installed.

7.19.5. Obviously, occupant restraints are preferred: but if the structural construction of the vehicle will not allow the proper functioning of a restraint, the restraint will not be installed.

7.19.6. Carts will be equipped with turn signals, headlight (s), a slow moving vehicle emblem (the universally recognized orange triangle) and windshield wiper (s).

7.19.7. If carts are operated in winter and snowdrifts present a visibility problem at intersections, a brightly colored flag or ball shall be installed atop a standard, attached to the cart, of sufficient length to be seen above the drifts.

7.19.8. Individuals newly gained to a work area who are expected to operate a cart must satisfactorily demonstrate ability to operate the cart before being tasked to do so. The individual's supervisor will be responsible for assuring that the test is completed. (NOTE: This does NOT mean that the supervisor has to conduct the test. Anyone designated by the supervisor, as long as he/she is competent, may administer the "skills test.")

**APPENDIX 3 TO ANNEX A TO TCP 31-204
MOTOR VEHICLE REGISTRATION**

7.20. **POLICY:** Eligible vehicle registrants include retired military personnel, reserve military personnel assigned to a unit on base, widows of deceased military members, bona fide dependents whose military sponsors are assigned overseas or elsewhere, Air Reserve Technicians (ARTS) and civilians.

PROCEDURE:

7.21.1. Technical representatives, manufacturer representatives, contractor personnel, vendors, and similar personnel who require base visitation privileges will be issued AF Form 75, Visitor/Vehicle Pass. Visitors who will be on-base for an hour or less (i.e. mail, food, delivery, personnel, visitors) will be issued a 910th Airlift Wing visitor's Badge. The vehicle portion of the pass will be displayed on the driver's side dash of the visitors vehicle so that it can be easily seen by the installation entry controller. The AF Form 75 can be issued for up to 72 hours at the gate. If needed for a longer period, the AF Form 75 will be issued by Pass and Registration for a period not to exceed 30 days.

7.21.2 A valid DD Form 2220 will be issued to each qualified vehicle registrant upon completion of AF Form 533. This will be accomplished at the Security Forces Pass and Registration Office, Bldg 101 within 3 days after assignment to the unit or purchase of the vehicle.

7.21.3. An installation tab will also be used along with DD Form 2220. This tab will be ½' by 4' with the base name in rounded block or open style letters. Standard color code by category of registrants will be:

7.21.3.1. **Officers and Warrant Officers (Active and Reserve)** – Blue Background with white legend.

7.21.3.2. **Noncommissioned Officers (E-4 to E-9)** – Gold background with black legend.

7.21.3.3. **Airmen** – Red background with white legend.

7.21.3.4. **Civilians** – Green background with white legend.

Contractors – White background with black legend.

7.21.4. The installation tab and the DD Form 2220 will be displayed:

7.21.4.1. The DD Form 2220 (decals) will be placed on the left front bumper of conventional four-wheeled vehicles, facing upright. For exceptional cases involving new or other models of vehicles not equipped with a front bumper, or for those equipped with painted, plastic, or laminated bumpers, the decal will be attached to the lower left side of the windshield or most logical position on the left front of the vehicle. The installation tab will be placed below the decal. These decals must be permanently attached to the vehicle.

7.21.4.2. Motorcycles will display DD Form 2220 on a conspicuous front facing surface, such as the left shock absorber or the front fender.

7.21.5. Expiration of the DD Form 2220 will be 3 years from the year of issue as depicted by the expiration tab. The expiration tab will be placed on the left front of the vehicle to the right of the installation tab.

7.21.6. DD Form 2220 and other registration identification media will be removed and destroyed when the decal becomes invalid or replaced by a current DD Form 2220. DD Form 2220 and other registration identification media will be removed and surrendered to Security forces when the registrant's base driving privileges are terminated or when the registrant separates from the base.

7.21.7. To enter an AFRC installation in a vehicle, you must have an installation tag affixed to your bumper or receive a vehicle pass, have authorized identification credentials in your possession and have the need to enter. To be given the privilege of operating a motor vehicle on a military installation you must possess and produce on demand proof of ownership or state registration and a valid state driver license and, as a minimum, proof of liability insurance. All operators and passengers of automobiles and trucks are required to use seat belts. Motorcyclists are required to use a helmet while operating on this installation.

7.21.8. When selling or trading a privately owned vehicle, the decal must be removed and turned into Security Forces Pass and Registration Office before a new decal can be issued.